Most had hobnails in the sole – even those for infants – and women wore elastic-sided boots but it didn't matter what they wore, because you never saw their feet.

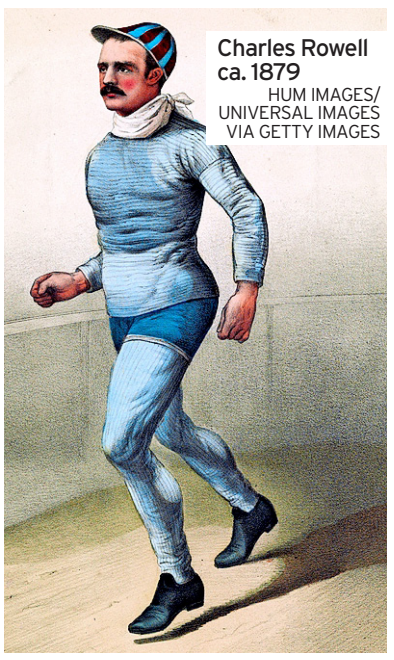
The shop was enlarged into premises next door in 1905.

Bye bye Bird's vinegar factory – 1930

Another example of the 'new Cambridge' in the making is the extensive site on which Magdalene College intends to erect an imposing new wing.

It is at the rear of the Pickerel and Cross Keys yards, originally occupied by Bird's vinegar and mustard factory.

Mallory Court will provide the principal access but, eventually, a complete transformation will be effected by the demolition of all the property between the bridge and Northampton Street making Magdalene Street a broad and handsome thoroughfare.



Charles Rowell ca. 1879
HUM IMAGES/ UNIVERSAL IMAGES VIA GETTY IMAGES

Super long-distance runner dies – 1909

'Charlie' Rowell, one of the greatest long-distance runners the world has ever seen, died at his residence in King Street.

In the days when six-day races were popular, Rowell was a name to conjure in two continents.

He won races innumerable, won a cart-load of trophies and cash prizes to an enormous value.

He paid several visits to America where, on one occasion, his opponents drugged his food. But he still finished second.

An end to Parker's Piece cross road –1909

The unanimous opposition to the scheme to drive a road across Parker's Piece should have disposed of it forever.

Should some rash member of the council wish to make his name by re-introducing it, he should first study the indenture made on March 23, 1612, between the Master and Fellows of Trinity College and the Mayor and Burgesses of Cambridge by which the Piece became the property of the people.

One clause stipulates that either body 'consenting to any act to impeach this agreement' should forfeit £300 to the other.

It seems to me that the recent proposals would come under this head.

New roads for speeding motorists – 1909

The advent of the motor has thrown upon the highway authority the burden of maintaining roads at a much higher pitch of efficiency with the result that county rates have increased by leaps and bounds.

It is manifestly unfair that the average ratepayer should pay through the nose for the benefit of the wealthy motor car owner or that the motorist should defray the entire cost of improvements that benefit the whole community. Something must be done.

Cycling for pleasure has become quite impossible for people of nervous temperament and even the pedestrian is attended by danger.

Now the government proposes new roads for the exclusive use of motorists to scorch along and the imposition of a ten-mile-an-hour speed limit on the others.

Magdalene Street

Girl leads horses 1930s

God bless women and girls of England –1915

Women help out in the farm and it is astonishing what is being done by them.

One girl of 13 years has driven three horses in a reaper and cut down some acres of barley; she also milks three cows daily.

Two young girls pulling apples on a ladder 20 feet high called out to me: "Old Gov-nor, are we down-hearted? No, no! God bless the women and girls of England."

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Car in Cambridge circa 1900